

ACCIDENTS CAUSE THE CARS TO GET INTO REEFER REACHING BISBEE ON SUNDAY

Naquin's Velle Is Overturned Near Bisbee and Mechanician Injured; Low Gasser's Stutz Bear Cat Strikes a Rut and Mechanician Crawl Is Thrown Out; Seven Other Cars Have Accidents.

TWO marvelous escapes from death occurred Sunday in the second running of the El Paso-Phoenix road race when M. L. Naquin's Velle No. 5, entered in the classic, turned over near Bisbee, while running at a rate of 80 miles an hour, Naquin and his mechanic, Charles Bailey, were thrown from the speeding car and the driver was rendered unconscious but quickly revived, and assisted by several farmers and his mechanic, righted the car and continued gamely in the run to the night control.

While running nearly a mile a minute, the Stutz Bear Cat, No. 3, entry in the derby, hit a small rut in the road, throwing Crawl, Low Gasser's mechanic, from the seat. He fell heavily to the ground and was rendered unconscious. Gasser who was a strong contender in the race, stopped his racer and drove back to aid his teammate. Gasser took his seat beside his companion and finished at Bisbee.

These two accidents eliminated the two cars from getting into Bisbee with a winning running time. Both would probably have won a slice of the \$1000 offered by Bisbee for the first four cars arriving in that city.

No. 10 breaks an axle. The Pope-Hartford, No. 10, entry, a big Pope-Hartford, broke an axle when it skidded off the road and ran into a tree. The driver, Fred Taylor, was forced out of the race. The car was entered and driven by "Wild Bill" Tremaine, one of the best known race drivers of the section. The Phoenix man was unable to continue in the race and had his machine hauled into Lordsburg.

The steering knuckle of the No. 21 entry, a Buick, entered by the Southwestern Car Company, of Phoenix, and driven by Jack Smith, broke near Rodeo and the car was temporarily forced out of the race. This machine was setting a terrific pace at the time of the accident and was one of the main contenders in the event. Smith wired that he would continue.

No. 20, the Ford, entered by M. L. Miller, of Douglas, broke down near Rodeo, and was forced out of the race. Mechanician Thomas Injured.

The Ford entry No. 17, was wrecked east of Deming and Charlie Thomas, the mechanic, was injured. The car was repaired by E. E. Weisman, of El Paso.

DURANT LEADING IN COAST RACE
Drivers Pass Earstow and Dash for Needles, on Way to Phoenix.

Barstow, Calif., Nov. 2.—With R. C. Durant driving the No. 2, out in front with a margin of 15 minutes, the leaders in the seventh Los Angeles-Phoenix automobile race are strung out this afternoon on the rough and rocky desert, bound for the first night control, Needles, on the Colorado river. Barney Oldfield, driving No. 4, arrived here first, 12 minutes from Los Angeles. His elapsed time was three hours and 46 minutes. Olin Davis, No. 6, was in second, three hours, 15 minutes from Los Angeles. Durant's time here was three hours, 41 minutes, but he went through in a hurry, leaving Oldfield, who stopped for new fuel supplies. Durant, who left Los Angeles first, checked in fourth.

Four Cars Damaged.
Nineteen cars were in the race, but four were badly damaged, and are not expected to reach Needles, 167 miles away.

Three drivers hurt were the casualties up to this point. Pink, whose car was ditched fifteen miles out of Los Angeles, is in a hospital, but not seriously hurt. Sprague and Bucking, whose car, No. 10, overturned in the desert, were painfully bruised, but continued in the race with their damaged car.

Twenty Cars Start.
Los Angeles, Cal., Nov. 2.—Twenty cars started out of Los Angeles today on the seventh annual road race to Phoenix, Ariz. A heavy rain, starting at 2 a. m., turned streets and roads into rapid water courses, but that hindered the speed of the racers at the start.

The first car, manned by T. J. Beaudet at the wheel and McClellan as co-driver, started at 5:30 o'clock. The others followed at two minute intervals.

Three days of varied driving over speedway, desert, mountain and unbridged streams face the pilots. Six hundred and seventy-three miles of the hardest racing the "desert classic" has ever offered will be divided into three spurts.

Needles in Night Control.
Tonight the racers will go into control at Needles, Cal., 207 miles away. Tuesday night they will rest at Prescott, Ariz., and Wednesday morning they will make the last dash of 140 miles for the money prizes of \$6750 and for the medal and title of "master driver of the world," the reward of the Phoenix winner.

Eighteenth Entry Hurt.
The five leaders make the first 60

RECORDS BROKEN AND CLASSIC

Miller Leads Throughout Most of El Paso to Phoenix Race.

(Continued From Page One.)

Globe Woman Has Car in Race.
The Mormon Girl, driven by Tom Brewer, finished with the fifth best running time at 8:43. This car was checked in at 4:33, giving it a running time of 8:43.25.

The Losier, No. 23, driven by Roy Lester, was forced out of the running near Deming by engine trouble. This car was entered by Joe Bukey, of El Paso.

The Buick No. 16, entered and driven by the Johnson brothers, of Carrizozo, N. M., was delayed two hours and 30 minutes near Lordsburg. It arrived at Bisbee at 8:00.

Week All Night on Car.
Buick No. 7, entered by G. M. Dahola, of Phoenix, and driven by L. J. Freeman, was forced out of the race near Lordsburg, by engine trouble. Freeman and his mechanic remained up all night Saturday working with this car and arrived at the starting point at 1:00 a. m. Sunday.

Charles Miller, driving entry No. 30, owned by J. F. Heimback, of Tucson, the machine arrived at 5:22.19, giving it a running time of 9:02.19.

Buick No. 18, driven by H. A. Joseph, and owned by C. J. Jones, of Tucson, N. M., finished at Bisbee with the eighth best running time. The car was checked in at 4:22.19, giving it a running time of 9:22.19.

Low Gasser Ninth.
Low Gasser, at the wheel of the Stutz Bear Cat, No. 3 entry, finished with the ninth best running time. He was checked in at 4:32.35. While speeding at a rate of nearly a mile a minute near Douglas, Crawl, Gasser's mechanic, was jolted out of the car and badly injured. Gasser was forced to stop and return to assist his injured companion. This cost him many minutes and prevented him from finishing much higher up in the standing.

The Kissel-Kar, the No. 1 entry, finished with the tenth best running time. This car reached the control at 5:34.09, giving it a running time of 9:34.09. This was the first of the 27 entries in the race to leave the starting point at El Paso.

Adolph Has Trouble.
"Billy" Adolph, driving the Fiat No. 8 entry, finished at Bisbee with the 11th best running time. His car was checked in at 4:21.56, giving him a running time of 9:46.35. Adolph experienced considerable trouble with the big car during the run to the night control. His engine was not hitting right during the greater part of the long journey.

M. L. Naquin, owner and driver of the Velle No. 5 entry, finished with the twelfth best running time. He checked in at the control at 5:09.05, giving him a running time of 9:49.05. Speeding beyond Douglas, at a rate of nearly 80 miles an hour, the Velle turned over and Naquin and his mechanic had a narrow escape from death. Naquin was rendered unconscious and lay for some time. A few minutes later he righted his machine with the assistance of several farmers and gamely continued in the race. A hooded man pursued Naquin in his racing career. Last year when a strong contender for the first prize his car turned over and Naquin was injured. He was a few minutes behind the leader when the accident occurred that forced him into twelfth place.

Oldsmobile the Thirteenth.
The Oldsmobile, entry No. 22, driven by H. D. Thomas, of Globe, was the 13th car to finish with the best running time in the control. This machine arrived at Bisbee at 5:27.22, giving it a running time of 9:57.22.

Ray Harrell, driving Fiat No. 11 entry, finished at Bisbee with the 14th best running time. He was checked in at 4:33.38, giving him a running time of 10:03.38.

The 15th car finishing with the best running time was the Ford, No. 17 entry, driven by E. E. Weisman, of El Paso. The little machine was checked in at 5:25.11, giving it a running time of 10:10.11.

Miller Leads to Douglas.
Hugh Miller was leading all other contestants in the race at the Douglas check-in point. His running time for the 55.8 miles was 7:02.

Johnny Hutchins, at the wheel of the Buick No. 14 entry, was second at this point in running time, being clocked in 7:27.05.

Conru, with the Stutz No. 25, had the third best running time at this point, negotiating the distance in 7:47.

The Marmon Girl, driven by Tom Brewer, passed this point with a running time of 7:52.17. He had the fourth best time.

Buick No. 2, entered by Leonard, was the car to pass with the fifth best running time at this point, being clocked in 8:04.

M. L. Naquin brought the Velle up to sixth position at this point, passing the checkers with a running time of 8:25.25.

The car with the seventh best running time at Douglas was the Buick No. 4, driven by Fred Taylor. The machine was caught in 8:36.42.

Charles G. Miller, driving the Mitchell No. 10 entry, was the eighth best running time, being caught in 8:56.02.

No. 22, the Oldsmobile, driven by H. D. Thomas, was the car with the ninth best running time at this point. The machine was clocked in 9:10 running time.

S. E. Moore, driving the Buick No. 18 entry, brought his car through Douglas with a running time of 9:31.04. He had the tenth best running time at this point.

No. 1 entry, the Kissel-Kar, driven by D. Moore, passed with the 11th best running time. He negotiated the distance in 9:58.

Fifty seconds later, the Stutz Bear Cat, No. 3, entered by Low Gasser, passed this point with the 12th best running time.

Adolph 13th at Douglas.
Billy Adolph, at the wheel of the Fiat No. 8 entry, was the 13th car with the

best time passing Douglas. His time was 9:19.09.

No. 26, the Halladay, passed through Douglas, with a running time of 9:23.23.

The No. 31 car, the Fiat driven by Ray Harrell, passed through Douglas with a running time of 9:28.28.

The Ford, driven by E. E. Weisman, passed with a running time of 9:27.27.

No. 27, the Simplex, like the Ford, experienced a breakdown and passed Douglas with a running time of 9:29.

Miller Leads to Lordsburg.
Setting a terrific pace, High B. Miller, driving the Pope-Hartford No. 24 entry, passed through Lordsburg with a running time of 2:55 for the 158 miles. The Buick, No. 21, driven by Jack Smith, arrived second at Lordsburg in running time. He negotiated the distance in 3:57, one minute behind the leader.

Ford entry No. 20 driven by M. L. Miller passed Lordsburg with the third best running time. He was caught by the checkers in 3:59.

The Marmon Girl, driven by Tom Brewer, had the fourth best running time at this point, being caught by the checkers in 4:02.

The Mitchell, No. 20, entrant, driven by Charles G. Miller, was the fifth fastest car to pass Lordsburg. This car had a running time of 4:04.

Johnny Hutchins, at the wheel of Buick No. 14, passed this checking station with the sixth best running time, being caught in 4:05:10.4.

M. L. Naquin, in his Velle, was the seventh fastest car to pass Lordsburg. He was clocked in 4:09.

L. E. Comer, driving the Stutz entrant No. 25, had the eighth fastest running time at this point. He negotiated the distance in 4:22.

George Leonard, in Buick No. 2, passed through Lordsburg with the ninth best running time. His running time as given out by the checkers was 4:23.

Johnson Brothers, in their Buick No. 16, passed through with the tenth best running time, their time for the distance was 4:25.

Low Gasser, in his Stutz Bear Cat, No. 3 entry, passed through this time with a running time of 4:31. This was the eleventh best running time of the classic to Lordsburg.

The Fiat No. 11, driven by Ray Harrell, passed through Lordsburg with the 12th best running time. He was clocked in 4:32:10.

No. 25, the Oldsmobile driven by H. D. Thomas, passed through Lordsburg with a running time of 4:42. He had the 13th best time at this point.

Ford No. 17, the Buick No. 4 entry, passed through with the 14th best running time. He was caught in 4:48.

Two Have Same Time.
Buick No. 18 entry was caught passing through Lordsburg with a running time of 4:50, for 15th position in the standing. The Halladay had the same time, according to checkers.

One minute behind in running time, Billy Adolph, driving the Fiat No. 8 entry, passed this point. His running time was 4:51.

The Pope-Hartford, No. 10, passed with a running time of 5:54.

No. 27, the Simplex, had a running time of 5:55 at this point.

The Ford, driven by E. E. Weisman, No. 17 entrant, passed Lordsburg with a running time of 5:47.

Two of the 15 cars that checked out of Bisbee dropped out of the race before reaching Tombstone. The Fiat No. 11 entry, driven by Ray Harrell, of El Paso, was forced out of the race by engine trouble 10 miles out of Tombstone. Johnson Brothers, driving the Buick No. 16 entry, experienced engine trouble and were also forced to retire. They repaired their engine and are driving into Phoenix, but detached themselves out of the classic.

L. E. Conru, at the wheel of the Stutz, No. 25 entry, made the fastest running time between Bisbee, the night control, and Tombstone, a distance of 27 miles over the mountain highway. He negotiated the distance in 51 minutes.

H. A. Joseph, driving the Buick, No. 18 entry, made the second best running time into Tombstone. His car was clocked with a running time of 58 minutes from Bisbee. These were the only two cars to reach the checking station at that point with a running time better than the hour.

Tom Brewer, at the wheel of the Marmon Girl, No. 19 entry, passed through Tombstone with the third best running time from Bisbee.

George Leonard, driving the Buick, No. 2 entry, passed through Tombstone with a running time of 1:01:14.

D. Moore, of Tucson, driving the Kissel-Kar, No. 1 entry, passed with the next best running time, being caught in 1:01:50.

John T. Hutchins, driving the Buick, No. 14 entry, had a running time of 1:02:55 at Tombstone from Bisbee.

The Buick, owned by Fred Ray, with the next best running time, negotiating the distance in 1:03.

The Pope-Hartford, driven by H. B. Miller, with the best running time, passed the checking station at Tombstone with the tenth best running time from the control. He was checked in at 1:05:50.

Birds of a Feather

A Bird of Paradise

By NELL BRINKLEY

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THEY include some of the most beautiful of all the feathered race. The loveliest has a bloom of purple, pure white, rich chestnut, across the breast a band of golden green, the head pale gold. Most exquisite of all are the long, rich drooping plumes that spring from the body and dress it all in yellow and pale, gilded brown.

This bird of paradise! the palpitant, living creature clothed in beauty, made for warm, soft climes and flowery places. We see her—glances of her in the world, faithful copy of the bird only in her silken splendor of plumage and gold, and perhaps like it's name to some worshiper.

Birds of only a FEATHER! For her heart is not the timid thing that pulses under the bird's "bloom" of purple. Sometimes it's as hard, surely, as a dried little green apple.

for she wears the dead, pitiful paradise bird in her hair or hat, made for the jungles and odorous opens, but swinging the soft gold of his head adorning at the opera, in the muddy streets, on a thoughtless woman's dressing table, glass beads where his bright eyes were, his kind growing jewel and more low in the islands in the South sea.

So you see her heart is not "of a feather." She is not a house grown, and the bird DIES in captivity. Her network of comings and goings is laid out in a town, and the bird keeps to no path even in the trackless air.

Just in a picture, just for play, just for a minute of unadvised belief, let's pretend that the exquisite little bird of the Papuan island, let's pretend that a fine lady's finger to show you how like his plumage is to hers—all purple and fine gold.—NELL BRINKLEY.

was entered in the race last year but was forced out of the event by engine trouble.

There is unusual interest attached to the race by El Pasoans this year and hundreds of people are watching the progress of the race as shown on Sunday.

Many El Pasoans will leave Sunday afternoon at 2 o'clock on the Golden State limited for Phoenix where they will witness the finish of the race. A special sleeper will be attached to the train. This train is due to arrive at Phoenix an hour or two ahead of the racers.

Explicit Fast Time This Year.
Last year the El Paso-Phoenix race was won by Ned Newkirk in a Simplex. His running time was 17:10 for the 323 miles. This year the winner's time is expected to be at least four hours faster. The Stutz Bear Cat, better known as the "Stutz," was driven in this race by Low Gasser finished second in the classic of 1912.

Weather conditions are ideal for the race. Reports furnished the Herald by the dispatchers of the Galveston, Harrisburg & San Antonio railroad from all points along the line are to the effect that the sky is clear and the road very fast. At Phoenix it is cloudy but rain is expected.

Billy Made Checking Point.
One more checking point at Higley, was decided on at a final meeting of the race entrants, held Saturday night at the chamber of commerce. An agreement was also reached whereby those present pledged themselves to arrive at the finish of the race by 10 o'clock, to be at least four hours faster. The Stutz Bear Cat, better known as the "Stutz," was driven in this race by Low Gasser finished second in the classic of 1912.

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If a car in the rear has gained five minutes it was decided that the leading car should turn out of the course at the chamber of commerce. A rule was also adopted that mechanicians should frequently look behind so as to know when a car was close behind them. General rules regarding the race are covered by the A. A. A. rules, under whose sanction the race is run.

A petition was presented at the meeting requesting a suspension of the rule as to a car being close behind. Hall & Hayatt, of Deming, could be entered. Not sufficient signatures were secured to the petition, however, to allow of the entering of the car.

Running Time To Points In The El Paso-Phoenix Auto Race

Leaving Time	El Paso	Sav. Mts.	Car No.	Car	Owner	Driver	Town	Deming Arrived	Lordsburg Arrived	Bisbee Arrived	Night-Control Arrived	Running Time	Bisbee Time Leaving	Tombstone Arrived	Tucson Arrived	Florence Arrived	Chandler Arrived	Mean Arrived	Phoenix Arrived
8:00 a. m.	1	Kissel-Kar	D. Moore				Tucson	8:54:20	11:21:35	2:58:28	3:54:00	9:34:00	6:20	7:21:50					
8:05 a. m.	2	Buick	W. G. Dunn				El Paso	8:59:12	11:27:17	2:59:12	3:57:17	9:34:00	6:20	7:21:50					
8:10 a. m.	3	Stutz	Crawl & Gasser				El Paso	9:01:47	10:41:50	3:05:50	3:42:26	9:32:26	6:00	7:01:45					
8:15 a. m.	4	Buick	Underland Garage				Las Cruces, N. M.	9:04:58	11:03:00	3:01:43	3:12:14	8:57:14	6:25	7:15:05	11:19:52				
8:20 a. m.	5	Velle	M. L. Naquin				Phoenix	9:05:19	10:29:00	2:25:06	4:00:03	9:49:03	6:30	7:32:20					
8:25 a. m.	6	Metropole	Charles Chesterfield				Morland, Ariz.	10:47:53						8:21:26					
8:30 a. m.	7	Buick	G. M. Dahola				Phoenix	9:29:08											
8:35 a. m.	8	Fiat	F. Hallard				Phoenix	9:29:08											
8:40 a. m.	9	Cadillac	W. A. Bradford				Phoenix	9:47:17											
8:45 a. m.	10	Pope-Hartford	William Tremaine				Phoenix	9:47:17											
8:50 a. m.	11	Fiat	Tooler & McNary				Phoenix	9:47:17											
8:55 a. m.	12	American	Frederick				Phoenix	9:47:17											
9:00 a. m.	13	Krit	J. T. Hutchings				Phoenix	9:47:17											
9:05 a. m.	14	Buick	S. W. Auto Sales Co.				Phoenix	9:47:17											
9:10 a. m.	15	Krit	Johnston Bros.				Phoenix	9:47:17											
9:15 a. m.	16	Buick	Tri-State Motor Co.				Phoenix	9:47:17											
9:20 a. m.	17	Ford	H. A. Joseph				Phoenix	9:47:17											
9:25 a. m.	18	Buick	C. J. Jones				Phoenix	9:47:17											
9:30 a. m.	19	Marmon	M. L. Miller				Phoenix	9:47:17											
9:35 a. m.	20	Buick	S. W. Auto Sales Co.				Phoenix	9:47:17											
9:40 a. m.	21	Buick	Charles F. Keene				Phoenix	9:47:17											
9:45 a. m.	22	Beaver Bullet	G. V. A. Stiller				Phoenix	9:47:17											
9:50 a. m.	23	Oldsmobile	Hugh B. Miller				Phoenix	9:47:17											
9:55 a. m.	24	Pope-Hartford	W. S. Sales Co.				Phoenix	9:47:17											
10:00 a. m.	25	Stutz	Dixon P. Deemer				Phoenix	9:47:17											
10:05 a. m.	26	Simplex	Dixon P. Deemer				Phoenix	9:47:17											
10:10 a. m.	27	Simplex	Dixon P. Deemer				Phoenix	9:47:17											
10:15 a. m.	28	Lozier	J. D. Bukey				Phoenix	9:47:17											
10:20 a. m.	29	Palmer Singer	C. C. Rossi				Phoenix	9:47:17											
10:25 a. m.	30	Michell	J. F. Heimbeck				Phoenix	9:47:17											